



PUBLIC INFORMATION OPEN HOUSE MEETING

Lodgepole Community Hall, 732 Bates Blvd., Lodgepole, NE
Tuesday, January 8, 2013; 4:00–6:00 PM MST

NH-80-2(97) *SUNOL to LODGEPOLE*; Control Number 51459, NH-80-2(99) *SUNOL to LODGEPOLE CROSSOVERS*; CN 51459A NH-80-2(106) *LODGEPOLE TO CHAPPELL*; CN 51459B

LOCATION: These proposed projects are located on Interstate 80 (I-80), beginning 1.24 miles west of the Sunol Interchange (Exit 69) at Mile Marker (MM) 68.40 and ending 0.31 miles west of the Chappell Interchange (Exit 85) at MM 84.85, for a total of 16.45 miles. Construction would be in Cheyenne and Deuel Counties.

PURPOSE AND NEED: The purpose of this project is to preserve the I-80 transportation asset, improve the reliability of the interstate transportation system and perpetuate the mobility of the traveling public. The pavement distresses present on this section of I-80 created the need for this project and are significant enough to warrant reconstruction. The depth of the current pavement structure is not adequate for the volume and weight of the current truck traffic or for the traffic volumes expected in the future. Due to deck deterioration, NDOR has opted to reconstruct three bridges on this project as well.

SCOPE OF WORK: The projects would consist of reconstructing I-80 with two 12-foot lanes in each direction, paved 12-foot outside shoulders and 4-foot inside shoulders. The ramps at the Sunol and Lodgepole Interchanges would receive concrete repairs and asphalt overlay. Three mainline bridges at the Lodgepole Interchange (MM 76.61), Cow Creek (MM 76.90) and the county road west of Chappell (MM 82.95) will be reconstructed to a minimum width of 44 feet. The eastbound Cow Creek Bridge will be wider to accommodate the Lodgepole on-ramp. The eastbound Chappell truck parking area (MM 82.59) would receive concrete repairs and an overlay.

TRAFFIC COUNT:

Interstate 80 (I-80) Sunol to Chappell

Year	2014	2034
Vehicles Per Day	8,605	11,515
% Trucks	60%	60%

ESTIMATED CONSTRUCTION SCHEDULE: Starting in the fall of 2013, the ***Sunol to Lodgepole Crossover*** project would construct median crossovers prior to the start of the 2014 construction project to allow for accommodation of traffic during the remaining construction. In 2014 and 2015, the ***Sunol to Lodgepole*** project will reconstruct one direction of I-80 pavement each year. The ***Lodgepole to Chappell*** project will construct median crossovers by Chappell in the fall of 2015; the same phasing process would be applied for that I-80 pavement replacement in the 2016 and 2017 construction seasons. Three mainline I-80 bridges will be reconstructed per construction season with the ***Lodgepole to Chappell*** project.

PROPOSED ACCOMMODATION OF TRAFFIC: During the construction of the crossovers in the fall of 2013, I-80 traffic will experience lane closures from west of Sunol to west of Lodgepole. The ***Sunol to Lodgepole*** project will require traffic placed head-to-head in one direction during the construction season while reconstruction of the other direction occurs and return to normal lane operations in the winter. The following year, traffic will resume head-to-head operations on the previous year's completed pavement to allow reconstruction of the other direction. The ***Lodgepole to Chappell*** project will utilize the same construction phasing as detailed above for the 2015 and 2016 construction seasons. The Sunol Interchange will not be allowed on/off ramp access during the 2013-2014 construction seasons and the Lodgepole Interchange will not have ramp access during 2015-2016. The Lodgepole Link 17-F and the county road under the I-80 mainline bridge west of Chappell (MM 82.95) will experience occasional closures for the removal of the existing deck and girder placement. The truck rest area west of Chappell will be closed one construction season depending on the phase of work in either 2015 or 2016.

RIGHT-OF-WAY: No new right-of-way (ROW) will be required.

POTENTIAL IMPACTS: Wetlands will be delineated along the project and impacts determined.

ESTIMATED COST: The estimated cost is approximately \$50 million for all three projects.